

29.1305
5m
49 No 1

FEB 06 1998

MONTANA STATE LIBRARY
1515 E. 6TH AVE.
HELENA, MONTANA 59620

Montana and the Sky

MDT Department of Transportation - Aeronautics Division

Vol. 49 No.1

January 1998

Aviation Conference Banquet in Danger of Crash Landing!

Dean Engelhardt, wacky and witty stunt pilot, has successfully crashed 14 aircraft without an accident. This is the unchallenged record for a living pilot. His 14,000 hours in the air includes every class and category of aircraft, and piloting experience ranging from experimental test, movie stunt, Alaskan bush, aerobatics airshow to competition flying. Dean's program, "Crashing Aircraft for Fun and Profit," is a very humorous, illustrated talk about the little-known career of a motion picture stunt pilot.

Dean started flying airshows in 1965 in Seattle using a Ryan PT-22. His favorite airshow plane was an Aeronca 7AC Champ with a C-85 engine. That plane was rigged to fall apart in mid-air. For most shows, he only dropped the left aileron. But, he says he could fly it with the right aileron, left elevator, and rudder missing. Dean enjoyed pulling people's legs at strange airports with the fall-apart, and would sometimes lose pieces on takeoff or landing, on purpose!

Also being something of a practical joker, Dean licensed a 4' x 6' rug as a flying carpet after finding a legal method for doing so. He is now working to license a broom....

Dean currently owns a Piper Super Cub (a plane that he says is so slow that he doesn't have to start flight planning until an hour after take-off), a gyrocopter, a hot air balloon, and, of course, the rug.

Recommended for all, this is a favorite for pilots and non-pilots alike. Come enjoy this funny behind-the-scenes look at Hollywood stunt flying and airshow aerobatics. The banquet will be held Saturday evening, February 28 beginning at 5:30pm.

The sponsors of this year's conference, the Montana Pilots Association, the Montana Aviation Trades Association and the Montana Antique

Aircraft Association, are working very hard to ensure a fun, informative schedule for the three-day event.

The program is sure to include something for all interested in aviation. A variety of concurrent sessions will be offered. The FAA staff from the region and local office will conduct an Open Forum and the Montana Aeronautics Board will conduct a Question and Answer Session.

Aviation products and services will be displayed in the exhibit area. Companies from all over the country and Canada have reserved booth space for the trade show.

A special spouse/guest program is on tap for Friday. Students are encouraged to at-

tend an aviation aerospace career session on Friday.

Thursday evening will feature Dr. Jerry Cockrell, aviation psychologist and humorist--- need I say more?!

Registration fees are \$35 for an individual and \$45 for a family. This allows entrance into all sessions and includes drink tickets to a hospitality hour and luncheon on Friday.

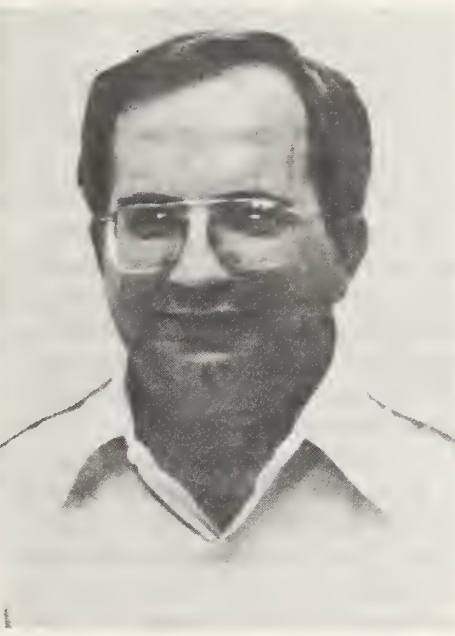
Meal tickets are separate from the registration with the exception of the Friday luncheon and must be reserved no later than 48 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

Again this year, a dinner/dance will be held on Friday evening together with an appearance from a special guest!!

NEW THIS YEAR: TAKEOFF TO LANDING PACKAGE!! Pay one price to attend all conference functions at a reduced rate.

Rooms for the conference have been blocked at the Holiday Inn (406)248-7701 at the rate of \$55-65 for a single and double; and at the Kelly Inn (406)252-2700 at the rate of \$33.70 for a single and \$44.93 for a double; or the Ramada Inn at (406)252-2584 at the rate of \$41.60 for a single and \$46.80 for a double. Both hotels are within walking distance to the conference site.

Be sure to register for the conference and make your meal reservations now!



The conference featured speaker, stunt pilot and all-around funny guy, Dean Engelhardt.



Administrator's Column



National Civil Aviation Review Commission Final Report: The National Civil Aviation Review Commission (NCARC) has released its final report which has brought many mixed reviews from the aviation industry. Some of the key recommendations include funding 85% of the FAA through user fees with 15% being paid from the General Fund; restructure the FAA; remove air traffic control from the FAA and set up a "performance-based organization" (PBO) managed by a presidential appointed board; FAA revenue to be cost based; airport capital needs must be met; FAA safety programs need to be performance oriented; government and industry to expand efforts to improve aviation safety in the U.S. and other parts of the world; and the FAA administrator be empowered to implement charges to users. General Aviation would continue to pay through a fuel tax, however, a re-evaluation of the fuel taxes is recommended to assure GA is paying its fair share. Henry Ogrodzinski, president of the National Association of State Aviation Officials (NASAO) and Ed Bolen, president of the General Aviation Manufacturers Association (GAMA) both expressed concern about the level of public funding feeling that it should remain at the current 25% level. Henry O. said that it is obvious that if the public share is reduced a user fee and fuel tax increase will result, that NASAO is still studying the report looking for "possible booby traps". Bolen voiced concern about empowering the FAA administrator to implement changes, stating that the FAA administrator should not become a tax czar. Phil Boyer, president of the Aircraft Owners and Pilots Association (AOPA) stated that "the NCARC failed to address the core problem for the FAA - micro-management and political meddling from the Department of Transportation and the White House." Boyer said that most of the NCA recommendations have already been rejected by Congress, that "a PBO is nothing more than 'corporatization Lite,' and Congress has continuously rejected corporatization since the administration proposed it five years ago." Jim Coyne, president of the National Air Transportation Association (NATA) expressed praise for Linda Barker, the only member of the NCARC with general aviation ties and an NATA member for her role in keeping the GA fuel tax instead of direct user fees, recommendations for the need to reform the inequitable tax treatment of air-charter operators, and increasing airport funding to

keep pace with continued development and capacity needs. The U.S. Department of Transportation (DOT) will be submitting a bill to Congress with the NCARC recommendations. Secretary of Transportation Rodney Slater stated that the DOT might not "dot the i's and cross the t's" in the exact way the report suggests, but he likes the report and DOT has a responsibility to craft proposed legislation and move forward. Slater said "infrastructure investments needs must be met and their costs shared by all industry players, and I underscore - all players."

* * *

On behalf of the Aeronautics Board and Division I would like to extend our very best wishes to each of you for a safe, great flying and prosperous 1998! We all look forward to seeing you in Billings at the Aviation Conference on February 26-28.



Reminder

Airport Aid Applications were sent out early October last year to all Airport Sponsors. These applications were for requesting assistance from the Aeronautics Division Airport Development Financial Assistance Program for fiscal year 1999.

This program assists airport sponsors with Aeronautics Division grants and loans for eligible airport improvement projects. The deadline for submission of your funding request and consideration by the Aeronautics Board is January 30th, 1998. If you have any questions, please call Redge Meierhenry at the office.

Montana and the Sky
Department of Transportation
Marc Racicot, Governor
Marv Dye, Director

Official monthly publication of the
Aeronautics Division
Telephone - 444-2506
P.O. Box 5178
Helena, MT 59604
Michael D. Ferguson

Aeronautics Board
Ron Mercer, Chairman
Byron Bayers, Member
Fred Booth, Member
JoAnn Eisenzimer, Member
Douglas Freeman, Member
Robert Hector, Member
Arnie Lindberg, Member
Will Metz, Member

Montana and the Sky is published
monthly in the interest of aviation in
the State of Montana.
Third Class postage paid at Helena,
Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Christi Johnson

Scholarships Available

The following scholarships will be awarded at the Montana Aviation Conference to be held February 26-28, 1998 in Billings at the Holiday Inn. The only scholarship to have a formal application is the 99s Scholarship; the remaining are applied for by sending a letter of interest to the Montana Aeronautics Division at P.O. Box 5178, Helena, MT 59604.

ALOA Scholarships

A Love of Aviation Scholarship (ALOA) established in 1993 by an anonymous donor and joined by a second donor a few years ago will again be awarded in 1998.

Two \$250 flight scholarships will be awarded to help defray costs of flight instruction. A letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements. Must be postmarked on or before February 2, 1998, and sent to the Montana Aeronautics Division.

Parrott Family Scholarship

The Parrott Family will award its second annual aviation scholarship to a Montana high school student. The scholarship will pay \$1,000 over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multi-engine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation-related educational materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation-related activities if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division on or before February 2, 1998.

Blue Goose First Generation Flight Scholarship

Joe and Kathy Kuberka, owners of Blue Goose Aviation, will be awarding a \$250 scholarship to a first generation pilot to assist with flight training expenses. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, some-

one from a non-aviation background/family. The recipient may be a new student or an individual working towards an additional rating.

The scholarship recipient, a Montana resident, will be selected based on a letter of application sent to the Montana Aeronautics Division on or before February 2, 1998.

Aviation Appreciation Scholarship

The third annual Aviation Appreciation Scholarship is offered by Jeff Morrison, retired owner of Morrison Flying Service, currently Exec Air in Helena. Jeff has set up the \$250 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in any aspect of aviation.

Letter of application should be sent to the Montana Aeronautics Division on or before February 2, 1998.

99s Scholarship

The Montana Chapter of the Ninety Nines will award the sixth annual Esther Combs Vance/Vern Vine Memorial Flight Training Scholarship. The scholarship is to aid in the financing of a female student pilot's flight training or any Montana female interested in learning how to fly.

Applicants must reside in Montana and receive flight training in Montana by a Montana registered CFI.

Interested applicants must submit an essay of 500 words stating the reasons for wanting to learn to fly, including where your interest began and plans for obtaining your private pilot certificate together with other application materials. Improperly submitted applications will be disqualified. Applications must be postmarked on or before February 17, 1998.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 W. Crawford, Livingston, MT 59047, 406-222-6826; Gail Sanchez-Eaton, 1811 Baxter Drive, Bozeman, MT 59715, 406-586-4126; or contact the Aeronautic Division, P.O. Box 5178, Helena, MT 59604, 406-444-2506.

Calendar

February 13 - 14 - Flight Instructor Refresher Clinic, Aladdin Motor Inn, Helena.

February 26 - 28 - Montana Aviation Conference, Holiday Inn, Billings.

March 12 - 14 - Women in Aviation Conference, Denver, CO (937)839-4647.

March 26 - 28 - Idaho Aeronautics Conference, Boise, ID (208)334-8776.

April 1 - 3 - NATA/PAMA Supershow, Kansas City, MO (703)845-9000.

April 19 - 25 - Sun 'n Fun, Lakeland, FL.

July 29 - August 4 - 46th Annual EAA Fly-in Convention, Oshkosh, WI.

Preserving History

Three Forks airport officials want to place a tiny, 67-year-old building on the state's list of historic places, because it documents the nation's early push to fly mail to the Western states.

The 20-by-15 foot building, which was built in 1935 at Gallatin Field airport, was used to house generators for beacon lights that mail-carrying pilots used to help guide them across the country. The building was later used for radio beacons and two-way radio operators as the outdated lights were replaced.

The building - which is now used as a meeting room - was moved to the Three Forks airport in 1954 when Gallatin County officials decided to turn the Belgrade airport into a permanent landing field.

Workers constructed hundreds of these buildings starting around 1917, as the federal government pushed to build landing strips for mail service from New York to Washington.

By the 1930s, these tiny buildings were dotting the Montana countryside. A similar building is located in the Horseshoe Hills northwest of Bozeman and houses a radio beacon. There hasn't been a push to get that one on the register.

Three Forks Airport Board members will discuss trying to get the building listed on the Montana Historical Society's register of historical places. They'll have to apply and show the building is more than 50 years old and has significant historical value.

Having the building on the register would open doors to grant money to improve the structure, which needs minor repairs.

"It is such a unique, old building, and it is one of the few remaining of its kind. People can actually visualize the start of the airmail service throughout the United States," said Bill Fairhurst, Three Forks Airport Board member.

Professional Pilot Opportunities Are NOW!!

By: Doug Parrot

Rocky Mountain Aviation Advisory Committee

High school and college students who are looking for career opportunities would do well to investigate one rewarding and very well paying career; that of a Professional Pilot. Thanks for the excellent economic climate, pilots are needed in many phases of aviation such as major airlines, national and regional airlines and airfreight; business aviation, general aviation as well as government aviation. All offer challenging jobs in a field that is constantly expanding and changing in response to new technology.

Income and advancement potential are excellent. After an initial time building period, usually as a flight instructor, followed by a couple of years flying small freight planes and by gaining experience flying commuter aircraft, a fully certified pilot can expect to gain the experience to be hired by a major or national airline within 5 to 6 years. The average monthly salary with one of these airlines for a first year pilot is \$2,418, by the fifth year \$6,239 and by the tenth year \$12,824. A senior Boeing 747 captain, flying international routes can earn up to \$15,815 per month and will fly an average of 15 days per month to log 80 hours in the air. Benefits include generous vacation time, sick leave, health insurance, pass privileges for you and your family, and really great retirement plans.

Why is the opportunity NOW? Pilot hiring is up. During 1996 the aviation industry hired over 10,000 pilots. Hiring

rates in 1997 are near 1,000 pilots per month. The pool of qualified pilots has shrunk and airlines are reporting a thinning list of new-hire candidates, just at a time when the large pilot pool hired during the 1960's has reached retirement age.

What are the requirements needed to become a Professional Pilot? First, all of the airlines are now requiring a four year college degree. How can you prepare yourself? Select a four year college, preferably with an aviation department, and study for the degree of your choice. Many universities and colleges offer degrees in aviation studies that include flight training, i.e., University of North Dakota, Embry Riddle and Rocky Mountain College in Billings. Financial assistance is possible, and college credit is given for the studies leading to the various pilot certificates. Student loans are available, and there are scholarships available to Montana high school students to assist them in pursuing their college studies. Your high school counselor or the counselor at the college of your choice can assist you in applying for the various scholarships and supply you with necessary information.

The dream of flight is alive and well, and within your grasp if you are willing to work very hard to get there. To be in command of an airliner heading somewhere across the Pacific is still one of the greatest thrills. And what other "office" has a 250 square mile view?

1998 FIRC

The 1998 Flight Instructor Refresher Clinic sponsored by Montana Aeronautics Division is scheduled for February 13 - 14, 1998. All Montana flight instructors currently registered as Montana Pilots with the state should have received an application in the mail. The class room size is limited to 65 participants and applicants will be selected on the basis of those with certificates that will expire in 1998, then "Chief Flight Instructors" that need to renew annually, and last but not least, others (including out of state CFIs) wishing to attend on a space available basis.

Allan Englehardt will conduct this years refresher clinic which is FAA-approved. Allan is a pilot for United Airlines and is a sought after speaker in the aviation industry on aviation safety. Allan has type ratings in Boeing 747-400, 757, 767 and 777 series aircraft. He twice won the annual FAA Great Lakes Regional Award for safety courses. Al is an FAA Designated Pilot Examiner and was the FAA's 1976 recipient of the National Flight Instructor of the year award. Allan's presentations make complicated and sometimes difficult information both interesting and enjoyable.

The 1998 Schedule will begin at 3:00 on Friday and end at 5:00 Saturday evening.

Tuition is \$105 (in-state), \$125 (out-of-state) (Meal prices included in registration). For further information call Jeanne Lesnik, Montana Aeronautics, (406) 444-2506.

Collision Claims Three Lives

The three men killed in the fatal mid-air collision near Bozeman on December 7 were all experienced pilots whose tragic chance meeting in the skies over the Gallatin Valley have friends shaking their heads in disbelief.

Among those killed were James C. Gier, 56 of Bozeman who was flying a Pitts biplane. Red Lodge residents Burton E. Huntington, 68 and John H. Jardine, 75 were flying in a Cessna 206.

Gier owned and operated Valley Machine and Engineering and Montana Vintage Arms. He had been flying for at least 30 years, owned several planes and hoped to one day compete in aerobatics.

He was a collector of classic automobiles and antique rifles, and he had a passion for vintage aircraft. He enjoyed hunting, fishing, history and shooting black powder cartridge silhouette.

Huntington, who narrowly survived a plane crash near Bridger while spraying crops in the early 1980s, was a retired co-publisher of News Montana, Inc. He continued writing a column entitled "Grumblin," for the Carbon County News. He grew up in Lovell, WY and took over as publisher of the Lovell Chronicle for his father before moving to Red Lodge in 1971.

Jardine, was a retired lawyer who moved to Red Lodge from Whitehall a few

years ago. He was a former Town of Whitehall attorney, state legislator from the area and a Whitehall State Bank board of director and chairman for many years. He flew B-17 bombers over Europe in WWII and currently owned a Russian fighter jet.

The Montana Aeronautics Division would like to extend its deepest sympathy to the families and friends of these outstanding gentlemen and Montana aviators.

Lynch Flying Service Honored

Cessna Aircraft Vice President, Ronald G. Chapman, traveled to Billings, MT to honor and celebrate with Lynch Flying Service for 50 years of continuous service with Cessna Aircraft Company. He presented Denny Lynch, Tom Lynch and Bob Palmersheim, principal owners of Lynch Flying Service, with a commemorative plaque and spoke of the long-standing relationship between the companies.

Lynch Flying Service was founded by aviation pioneer John F. Lynch in the early 1930s. Through the early 40s, Lynch partnered with the Montana State College in Bozeman to provide Civilian Pilot Training for soon-to-be military pilots during WWII. The company

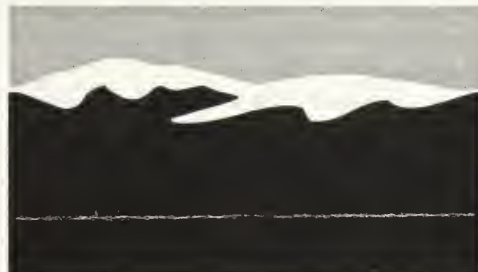


Ron Chapman (left) congratulates Lynch Flying Service on 50 years of continuous service with Cessna Aircraft Company. Denny Lynch, Tom Lynch and Bob Palmersheim accept the award.

moved to Billings in 1944 and, in 1947, became a Cessna Aircraft Distributor for Montana.

Lynch Flying Service has been a family-owned and managed company throughout its history. Today, John Lynch's sons, Denny and Tom, and son-in-law Bob Palmersheim, own and operate the business. Lynch Flying Service is a full-service general aviation FBO that employs 55 full-time employees and operates 32 aircraft in its flight school and charter operations.

Lynch Flying Service is a Cessna Single and Multi-Engine Service Station and a Cessna Sales Team Authorized Representative. Lynch Flying Service is the fourth facility to receive Cessna's 50-year recognition award, which is presented in appreciation for the professional and personal contribution put forth in selling and supporting Cessna aircraft.



Proposed Ban on Same Day Fly/Hunt

By: Ron Mercer, Chairman
Montana Aeronautics Board

The Montana Fish, Wildlife and Parks Commission is proposing a new regulation banning hunters from hunting or helping others hunt on the same day as flying in an airplane. The proposed regulation states: "A person may not hunt big game or help someone else take big game on the same day he/she has been airborne. This regulation does not apply if the persons only flight is a regular scheduled airline flight between cities."

This proposal will certainly cause a considerable amount of misunderstanding as it is obviously flawed in several aspects including:

1. It is already illegal to herd, harass, or shoot big game animals from the air.
2. It is already illegal to use air to ground communications for spotting/hunting big game.
3. Enforcement would be nearly impossible.

4. A hunter flying in a private or chartered aircraft to any location in Montana would be required to wait a full day before hunting.

5. Hunters are not prohibited from driving a surface vehicle and hunting on the same day. In fact even some hunting areas are at times overcrowded with hunting vehicles.

The Montana Aeronautics Board feels that enactment of such a regulation is unwarranted and probably discriminatory. There is possibly an underlying motive and if such can be justified it should be clearly defined and dealt with but do not penalize well meaning hunters just because they were flown in a private or chartered aircraft.

Comments must be made to: Wildlife Division, Montana Fish, Wildlife and Park Commission, 1420 E. 6th Ave., P.O. Box 20701, Helena, MT 59620-0701.

Winter Flying Safety

Montana winters can mean heavy snow accumulation in short periods of time. This can present problems with sudden closures of runways for snow removal at your destination airport. Remember to check current Notams for the condition of your destination airport and update with flight service stations while en route. At the many uncontrolled Montana airports be sure to acquire the most current information from all the sources available this includes; center, CTAF, and PIREPS, Notams and FSS.



Just Think of the Uproar if Federal Agents Held 'Ramp Checks' on Automobiles

By: Paul Poberezny

Founder and Chairman of the Board
Experimental Aircraft Association (EAA)

"Ramp Check" has become a catch phrase in today's aviation. To some it induces fear of the government; others simply wonder why it's necessary. Though it can happen anytime, it seems the weekends provide a more opportune time for a greater catch.

A ramp check can be quite an experience, depending upon the nature of the FAA employee, who may be demanding, educational or understanding. But have you ever wondered why there is the need for this approach to aviation and the air vehicle (airplane), and why the ground vehicle (automobile) is not subjected to this same procedure from the federal government? If it's a safety effort, is it really productive and does it enhance the friendly attitude that the FAA is seeking?

Here is some food for thought. Imagine driving into a shopping center parking lot and meeting a federal agent as you get out of your vehicle. He might ask for your driver's license, evidence of a physical exam (every three years if you drive for recreation, two if you drive a truck carrying cargo, and six months or one year if you have been hired to drive a bus carrying passengers - and, like the airline pilot, you are prohibited from driving a bus after the age of 60). You are then asked for your biennial driver's test, which should be signed off in your driver's log book, which has evidence that a certified representative of the govern-

ment passed you or recommended further training.

Now to your vehicle. Is it properly licensed? Has it been partially disassembled this year and thoroughly inspected? Have you complied with all of the manufacture's recall alerts? Have all the parts been federally approved and did they have yellow tags prior to installation? Has all work been accomplished and approved in detailed writing by two government-certified mechanics, an A&P and AI? Has the work been entered into both the engine logbook and the chassis logbook?

Now the federal agent checks to see that you have driven this type of vehicle three times in the past 90 days before you can carry passengers, and he also notes that you have a rating to drive in the fog. Are you keeping current in accordance with federal regulations? And what about night-driving requirements? Or are there ramp checks at night at the shopping center?

So what do you think the reaction would be if Mom and Pop, or Grandma and Grandpa, were subjected to this situation? Would it be considered "harassment," a word that has become popular in recent years? Would there be a public outcry to their elected officials?

It has often been said, even by segments of the FAA, that flying is safer than driving an automobile. Then why is so much extra attention given to pilots and airplanes?

EAA To Host Flight Testing Technique Courses

Building on the success of its Technical counselor and Flight Advisor programs, the EAA is introducing a major new program for aircraft builders to enhance the safety of homebuilt aircraft during the flight testing period.

A continuing series of courses titled "Flight Testing Techniques for Homebuilders" will begin in February at the EAA Aviation Center in Oshkosh. Separate three-day seminars are designed for two specific groups - a basic course for the amateur aircraft builder and an advanced session for EAA Flight Advisors. The courses familiarize homebuilders

with flight testing techniques and procedures, as well as tools and methods to document aircraft performance and flying qualities. In addition, the courses outline resources available from EAA for aircraft builder and restorers.

For more information on the Flight Testing Techniques courses, call toll free 888-322-3229 or 920-426-6815. You may also write to the EAA Aviation Foundation Education Office; P.O. Box 3065, Oshkosh, WI 54903-3065, or e-mail the Education Office directly at education@eaa.org.

Aeronautics Mechanics Seminar

The Montana Aeronautics Division is pleased to announce the 1998 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation Conference. The dates for the Conference are February 26 - 28, 1998. The Mechanics Seminar will be held on Friday February 27 and continue through Saturday, February 28.

We will once again be offering six hours of training on Friday and a full eight hours of training on Saturday. This worked out well last year for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Training on Saturday will feature two hours of FAA Regulations and Policy that will qualify participating mechanics for the PHASE 1 Bronze FAA Aviation Maintenance Technician Award, as well as recertification for IA. Those mechanics choosing to attend the entire seminar will be eligible for the PHASE 2 Silver Award.

There will be no charge for attending the Aviation Maintenance training. Those of you wishing to attend concurrent sessions associated with the Aviation Conference, will need to pay the Conference Registration fee.

TENTATIVE SPEAKERS:

Frank Gurko - Champion Aviation Products
Phil Reinhold - Dallas Airmotive
Steve Vold - Aerotronics Inc.
Karl Stuhmer - Raytheon (Beechcraft)
Loren Lemen - Teledyne Continental Motors
Bud Clarke - Air Ryder
Roger Fuchs - Engine Components North West
Tim McGinnis - M.A.C. Engines
Mike Barnet - Mikes Aircraft Fuel Metering
Sandi Schickel - Parker Hannifin
Larry Fleming - Velcon Filters
Paul Yedinak - Aircraft Finishing Systems
Bruce Ryerson - FAA Helena FSDO

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.





AVIATION INDUSTRY EXHIBITS
PANELS AND SEMINAR SESSIONS
TEACHER WORKSHOP SESSIONS
AVIATION CAREERS FOR STUDENTS
FAA QUESTION AND ANSWER SESSION
THURSDAY EVENING - DR. JERRY COCKRELL

ROOM RESERVATIONS: Rooms have been blocked at the Holiday Inn (406) 248-7701

✈✈✈ 1998 CONFERENCE CO-SPONSORS ✈✈✈

YEAR-OUT AND MALE REGISTRATION TODAY

PLEASE TYPE OR PRINT

RESERVATION MUST BE MADE PRIOR TO THE CONFERENCE FOR THURSDAY LUNCHEON
REFUNDS MUST BE REQUESTED BY MARCH 16, 1998. NO EXCEPTIONS

Antenna Proposed Northeast of Dutton

The Federal Aviation Administration has a determination of "no hazard to air navigation" to the proposed construction of an antenna tower that is to be 1,769' AGL. The proposed structure is to be located approximately 7.45 nautical miles northeast of Dutton Airport, Dutton, MT.

The proposed antenna is identified as an obstruction under the standards of Federal Aviation Regulations, Part 77.23 (a) (1) as follows: "A height more than 500 feet AGL" the amount the antenna exceeds Part 77 is 1,469 feet.

The proposal was circularized to all known affected aviation interests, six comments objecting to the proposal were received. All comments cited the height of the structure as the basis for objecting.

The proposed height of the antenna at the first comment period was 1,969' AGL. During the com-

ment period the proponent agreed to reduce the height of the structure to 1,769' AGL, a 200 foot reduction. At the 1,969' height the holding altitude for a proposed GPS approach at Choteau Airport for runway 23 would have to be increased from 5,400 feet to 5,600 feet MSL.

In the interest of a safe flying environment for Montana, Montana Aeronautics circulated the proposal and made two comments concerning the construction of the antenna.

The FAA's determination states that the impact on safe air navigation can be mitigated by marking the structure with obstruction lighting.



Thirty-two hundred copies of this public document were produced at an estimated cost of 27 cents each, for a total cost of \$864. This includes \$120 for production, \$526 for postage and \$220 for printing.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call 406-444-2506 or TDD 406-444-7696.



January 1998

**Bulk Rate
Postage Paid at
Helena, MT 59620**

PO Box 5178
Helena, Montana 59604